Government vide notification No. S.O. 827(E) dated 11.11.1992. There is no proposal to review the present arrangement.

Resurfacing of Delhi-Mathura Road

1010. SHRI SUKHDEV SINGH LIBRA:
SHRI ANIL SHARMA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "NHAI lets loose its crater" appeared in the 'H.T. Faridabad Live' dated the 1st July, 2002;

(b) if so, the steps taken by the NHAI to resurface the 50 metres stretch of the road before monsoon;

(c) by when the above work would be completed; and

(d) the reasons for not resurfacing the stretch despite the fact that trunk sewer line was repaired in April/May, 2002?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) to (c) Yes, Sir. The repair work was already in progress when the news-item appeared in the newspaper. The work is targeted to be completed by 7.8.2002.

(d) After the repair of trunk sewer line, the stretch was handed over to NHAI in May, 2002. Immediately thereafter, the action for fixing of agency for executing the work was started and work is now progressing.

Accidents on National Highways in Himachal Pradesh

1011. SHRI ANIL SHARMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government have made any assessment of the fatal road accidents on the highways in Himachal Pradesh and the proportion by which such accidents have risen during the last three years;

(b) if so, the details thereof; and

(c) the measures contemplated by Government to make the National Highways in the hilly areas more safer?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) and (b) No assessment of the fatal road accidents on the highways in Himachal Pradesh has been made by this Ministry. However, an analysis carried on the basis of all India road accident data, shows that drivers' fault accounts for 83.4% of accidents. Other contributory causes of accidents are passengers' fault (2.4%), bad weather (0.9%), bad road (1.1%), mechanical fault of vehicles (3.0%), pedestrians' fault (2.3%), other factors (6.8%).

(c) The following measures are being undertaken by the Government to make the National Highways in the hilly areas more safe:

(i) Widening and strengthening of narrow and weak sections of National Highways;

(ii) Improvement of deficient road geometry design which ensures adequate width, horizontal and vertical alignment, curve, radii, easy grades and sight distance etc.

(iii) Road design measures which includes design and provision of good drainage system, protection like parapets, retaining walls, breast walls, railings, snow fences, snow and boulder shelters, rolling boulder buffer (netting) etc.

(iv) Traffic control devices like retro-reflective road signs, signals, thermo plastic pavement markings, delineators.

(v) Spreading awareness about road safety through NGOs as also through print and audio-visual media etc.

Rubberised Roads

1012. SHRI N.K. PREMACHANDRAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any proposal to rubberise the roads in rural and urban areas;